Transport Canada Transports Canada

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(07/2009)

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Feedback

Canadian Aviation Service Difficulty Reports

TC-1003067

Canada

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Feedback is published quarterly by the Continuing Airworthiness Division of Transport Canada, informing the aviation community of reported day-to-day problems that affect aircraft airworthiness in Canada.

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The articles contained in *Feedback* are derived from *Service Difficulty Reports* (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources in accordance with *Civil Aviation Regulation* (CAR) 591.

SDRs are normally published verbatim. Transport Canada assumes no responsibility for the accuracy or content of any of these reports. Only spelling errors are corrected and content may be reduced as well as personal references deleted.

All defects or occurrences should be reported to Transport Canada through the Service Difficulty Reporting Program. For additional information about this program or concerning an article in *Feedback* magazine, contact your nearest Transport Canada Centre.

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Hangar Noise

BAE - RAYTHEON, BAE 125 800A

Elevator Trim Actuators – Freezing Moisture

This SDR stated that the pilot noted that the elevator trim was difficult to move during cruise flight. Upon later inspection by maintenance personnel, the actuators (2) were found corroded internally and the grease was found to be contaminated and hardened. Hawker Beechcraft Corporation (HBC) had already issued Service Bulletin (SB) 27-3840 R1 to regrease these actuators with an improved lubricant. This SB had not yet been carried out. Both the L/H and R/H actuators were replaced and the aircraft was returned to service.

Maintenance personnel stated that the elevator trim actuators have to be removed in order to lubricate. There are grease fittings at the rear of the unit but only for the screw jack portion and not the gears. The actuator AFT cap, which was corroded, is made from magnesium and it appears that the corrosion begins at the area closest to the steel follow-up rod and the mating surfaces of the aluminum cap and body. The close proximity of these dissimilar metals may be promoting this corrosion problem.

Additionally, the lubricant gets contaminated with moisture/condensation causing the lubricant to become partially frozen at altitude. This causes the elevator actuator to react slower than normal to travel inputs from the pilot.

A Transport Canada Civil Aviation (TCCA) investigation with the Federal Aviation Administration (FAA) and the type certificate holder revealed the following information:

HBC are aware of previous reports of auto pilot disconnects in the pitch attitude that led to discovery of a freezing issue, thought to be caused by actuators being overgreased. This led to the issuance of HBC SB 27-3840 in June 2007. The SB was designated "optional" to permit the operator to change out the lubricant of the actuator with new grease. HBC also stated that the new lubricant should not be mixed although the supplier states that the two lubricants are compatible.

The actuator consists of two sections. There is a gearbox section with a light coating of lubricant on the gears. This section of the actuator has a drain hole to allow moisture to exit. The other section is greased by filling the screw and nut section with lubricant via a grease nipple. The gearbox section has a removable cover to inspect for lubricant overflowing through the actuator bearing into the gearbox section. Excess grease in the gearbox section may cover the drain hole and trap moisture in this area. This leads to frozen moisture in the gearbox and corrosion of the magnesium cap. The frozen moisture in the gearbox can cause high friction of the actuator and can also freeze between the gears and lead to high friction and jams.

HBC stated that the change of lubricant and lubrication procedures appear to have helped prevent the freezing condition, however the new lubricant is still somewhat affected by both moisture and cold weather, especially at high altitudes. A change in the aircraft maintenance manual will soon be introduced to provide instructions on how to properly lubricate the screw section of the actuator and on how to check the gearbox for overflow of lubricant.

To prevent future occurrences of this nature, TCCA highly recommends that HBC SB 27-3840 be complied with at the earliest opportunity.

BEECH, B200C

SDR # 20081002005

Damaged Fuel Line

SDR submitted:

After the King Air B200C was towed into the hangar, the maintenance staff were doing a daily inspection and when they had the power turned on for a few moments, noticed fuel leaking from the left hand gear well.

With power turned off, upon inspection, they noted that fuel was leaking from the supply line, which is located between the aux fuel tank and the nacelle fuel tank. On closer inspection, it was noticed that where the fuel line passed through the opening in a bulkhead just forward of the main landing gear, the fuel line was rubbing against the "B" nut of a hydraulic line running alongside it. After removal of the fuel line, a worn area with a crack in the middle of it was found to be the cause of the fuel leak. This fuel line would only leak if fuel was being transferred from the aux tank to the nacelle fuel tank, otherwise the motive check valve would have closed and not allowed fuel to flow back from the nacelle tank. The pilot had left the aux fuel transfer override switch in the manual position, not the auto position, so that when maintenance turned the power on, the fuel line that was leaking had pressure in it and hence the fuel leaking onto the hangar floor.

The fuel line was replaced and all lines running through this bulkhead were secured and routed to help prevent this wear from happening again.

The submitter added: King Air 200 series aircraft that have incorporated a brake de-ice system and the AVIADESIGN hydraulic gear STC have several lines running through this opening in the bulkhead. Care should be taken when securing these lines to prevent this type of damage from happening.

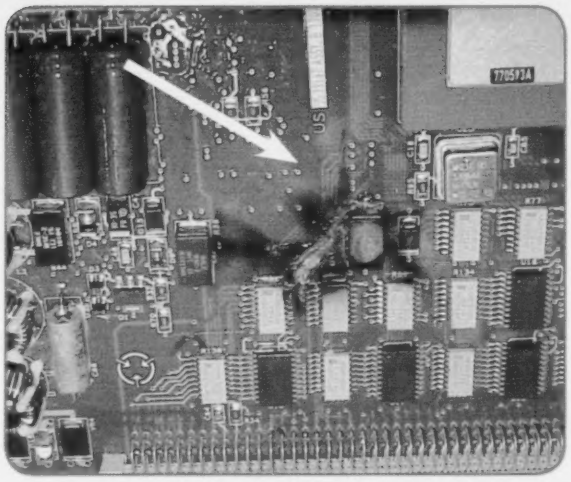
BOMBARDIER, BD 700 1A10 SDR # 20081006002

AC Power

SDR submitted:

On ground, while the aircraft was being groomed, the AC power dropped off.

When AC power was re-applied, cockpit displays showed AC system in magenta (no communication). The external AC/DC convertor card located in the AC power center had a burned trace. The microprocessor card located above the AC/DC converter card had a small amount of soot but no visible damage. The primary logic card was sooty and when the soot was removed, a small area about 3 square inches was discoloured. AC power center has been replaced to dispatch the aircraft.



BEECH 1900C SDR # 20080826001

Landing Gear Indicator

SDR submitted:

The landing gear motor control circuit breaker was found popped when the gear was selected down for landing. The gear was lowered by emergency extension indicating three green but the in transit light was still on.

The aircraft experienced a nose gear collapse on landing. Upon further investigation, it was discovered that there were no dividers in the head of the gear down light block. This allowed light from the main gear down and lock light to illuminate the nose indicator. It gave a false cockpit indication that all three gear were in the down and lock position.

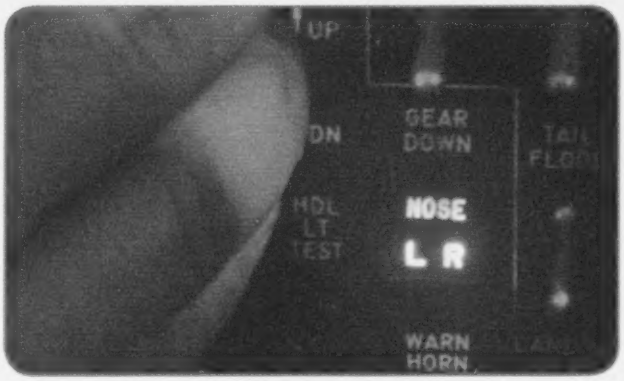
A new indicator was installed showing a positive indication of the nose not locked. Two pictures are attached showing the old indicator with all three lights on and the new indicator with only the left and right lit up.

Both pictures were taken in daylight at the same time. They were taken with the nose gear not down and locked.

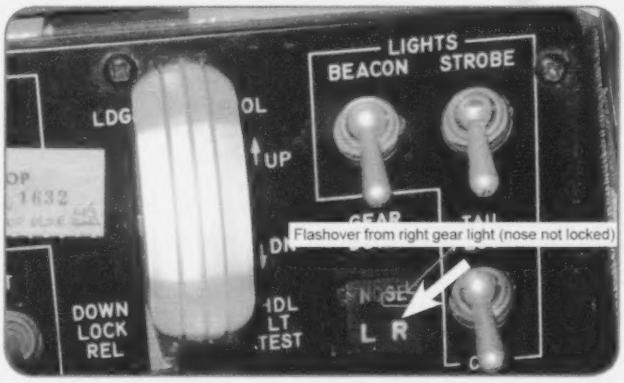
An inspection of two other same type aircraft showed normal indicators in them with the dividers between the lights.

Transport Canada Comments:

Transport Canada recommends operators inspect during next light bulb replacement. 🛠



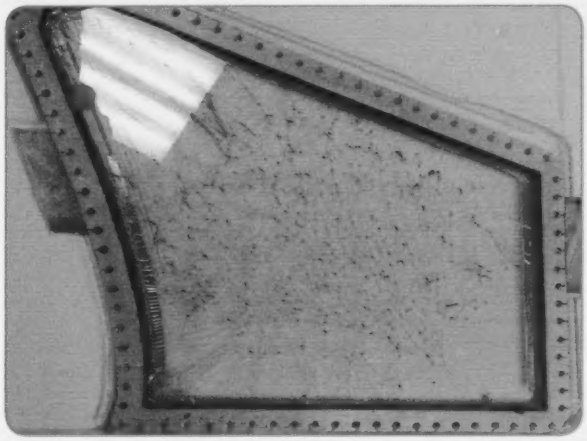
Above picture indicating all three landing gear are down in lock but nose gear was not



Cracked Windscreen

SDR submitted:

During cruise flight the L/H cockpit windshield glass cracked with an explosive bang. The crew immediately descended and reduced cabin pressure to avoid the possibility of the window glass blowing out. The window was installed on 11 April 2006 and had a total of 177 hours since installation. The aircraft was in the USA at the time of the occurrence and the aircraft was flown to its intended destination. The window was replaced by appropriately rated FAA repair station.



The window will be sent to the manufacturer for warranty and examination.

Transport Canada Comments:

M7 Aerospace, the Type Certificate holder for the SWEARINGEN/Fairchild aircraft, is conducting an investigation to determine root cause for the high number of windshield failures. 🛠

Beech King Air C90 Emergency Exit

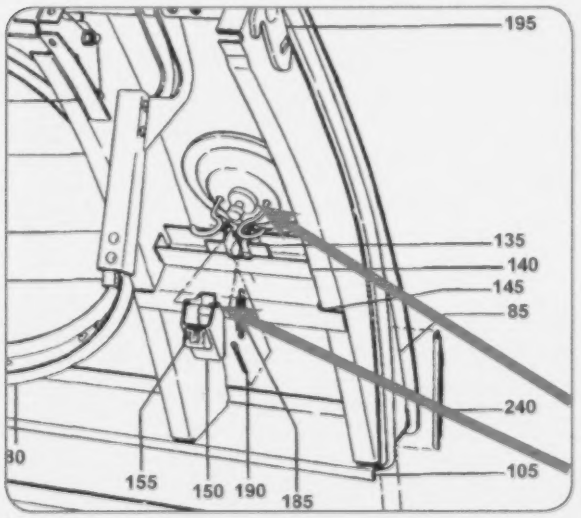
SDR submitted:

During an inspection, the submitter found the emergency exit door latch improperly stowed. It appears as though the latch tab had been bent so that the door could be installed. In this configuration, the latch can always (even when pressurized) be opened as the tab passes over the safety plunger. The tab should contact the plunger when pressurized and enter the slot further down the plunger shaft. The plunger should be protruding in the unpressurized mode.

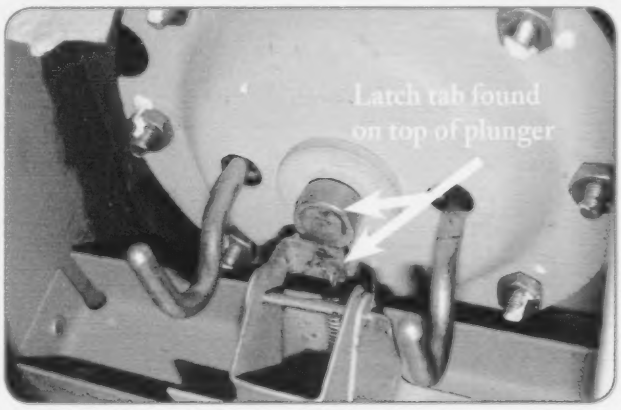
Removing the latch assembly and repositioning the steel tab to correctly interface with the plunger has corrected the problem and the assembly is now serviceable. The submitter believes that this condition likely existed since manufacture. An inspection of the remainder of the operator's fleet for this condition revealed no further defects.

Transport Canada Comments:

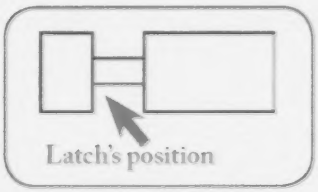
This defect could potentially have been very serious if it remained undetected! Please be aware of this area at the next scheduled inspection. 🛠



IPC 52-20-00-01



Tab from latch should be under plunger's head



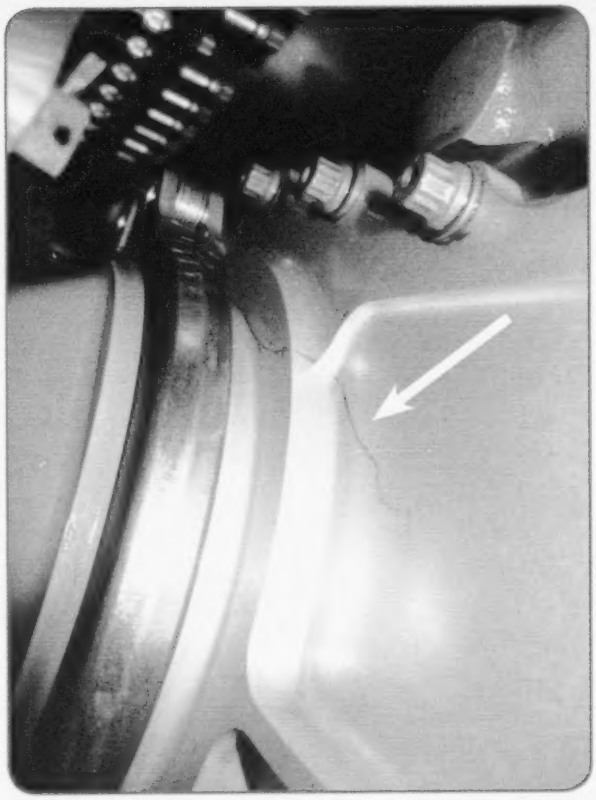
BOEING 717 200 9BR700-715A1-30)

SDR # 20081010001

Accessory Gearbox - Cracked

SDR submitted:

During taxi to ramp following uneventful landing, an adjacent aircraft reported that fuel was leaking from the L/H engine area of the Boeing 717.



Maintenance personnel found the source of the leak to be a cracked fuel line. OEM engine test bed results revealed that the fuel line leak was due to significant vibrations produced as a result of a large crack on the accessory gearbox. This same fuel line had been changed prior to the event, which confirmed that the gearbox was already cracked beforehand.

Rolls Royce investigation concluded that the wear in the splines of the accessory gearbox radial drive shaft (RDS) was due to a ruptured or missing wear seal and a lack of lubrication. As a result, the OEM has amended the engine maintenance management program to replace the radial drive shaft oil wear seal whenever the RDS is exposed at strip.

This engine had only been in service for some 55 hours and 35 cycles.

Transport Canada Comments:

Any fuel leak must always be thoroughly investigated. 🛠

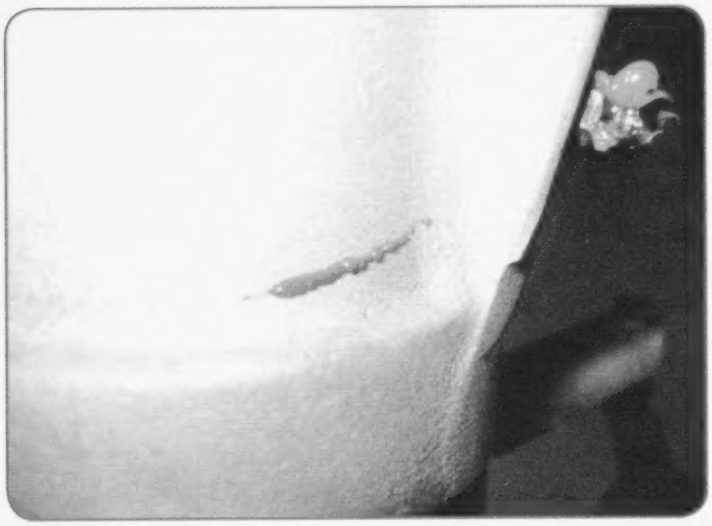
PIPER PA32R 300

SDR # 20081024001

Nose Gear Trunnion - Cracked

SDR submitted:

During a routine inspection, a technician observed that grease was seeping down the trunnion leg. Upon cleaning and re-lubricating the area, grease was found to be seeping from a 1-inch long, horizontal crack.



During removal of the failed trunnion assembly, the nose gear down assist spring lug broke off. When closely examined, the upper portion of the lug was discoloured. Deterioration of the parent metal may occur if it is not adequately protected from environmental elements.

Transport Canada Comments:

A review of the SDR database revealed several previous cracks in trunnions, most notably at the shimmy damper and R/H upper attachment points. Frequent and detailed inspections of this area are recommended. 🛠

CL600 2B19(RJ100)

SDR # 20080806010

Broken Throttle Cable

SDR submitted:

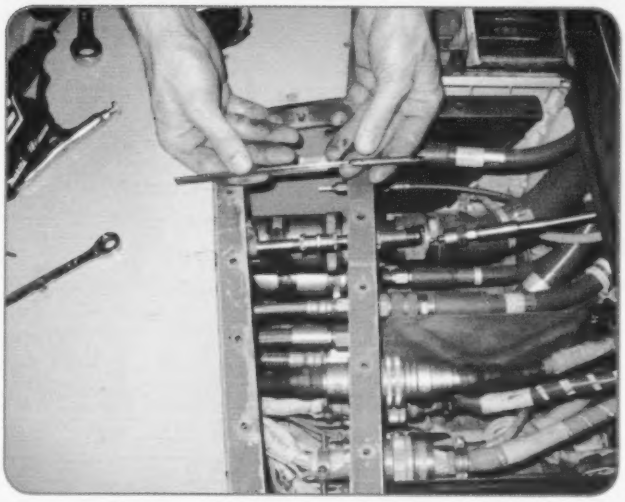
While reducing throttle levers to cruise power setting following takeoff and climb; it was noted that the R/H throttle would not respond to pilot inputs. The crew carried out a precautionary shutdown of the R/H engine and made an uneventful landing.

While taxiing out to the button prior to the above takeoff, the flight crew had noted that the R/H throttle lever was very stiff. The crew attributed this condition to the throttle friction locks. Upon adding engine power for takeoff, the crew again noted that the throttles were stiff but after hearing a "popping" noise the levers became much easier to advance to the required power setting. As a result the pilot elected to carry out an in-flight shutdown the R/H engine.

Following an uneventful landing, maintenance personnel discovered that the inner element of the throttle cable had completely broken just inboard of the R/H engine pylon bulkhead interconnect.

Transport Canada Comments:

The engine power lever controls in the airframe system to the pylon are not usually disturbed at engine change and usually no rigging is required. However, if the Fuel Control Unit (FCU) or other related component is changed and rigging is required, then be sure that the power lever(s) is free from binding. This is also the opportune time to inspect the engine cable system for defects and condition. 🛠



EMBRAER ERJ 190 100 IGW

SDR # 20081023002

Restrictor Valve Cracked

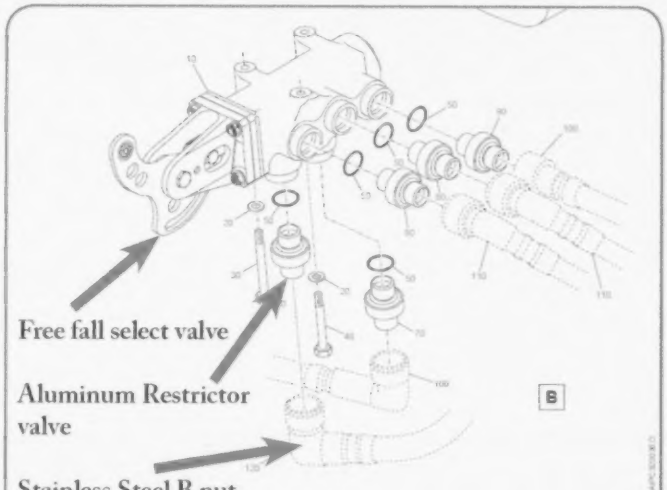
SDR submitted:

Maintenance personnel found a No. 2 hydraulic system leak (10 drops per minute) at the union/return line of the Free Fall Selector Valve located in the R/H wheel well area. Retightening the connection did not fix the leak issue. Upon closer inspection, the restrictor valve was found cracked. The restrictor valve was replaced; however the system still had a leak. The ongoing leak was traced to a vertical crack in the threaded portion of the other restrictor valve under the "B" nut. These findings raised maintenance concerns regarding attaching a stainless steel line and "B" nut to the lighter aluminum restrictor valve.

The operator also replaced the hydraulic line assembly.

Transport Canada Comments:

It appears that using two different materials (stainless steel and aluminum) may be a factor in this issue. Overtightening of a nut can cause stress to adjoining lines resulting in stress cracks. Always refer to the Aircraft Maintenance Manual for correct torquing procedures. 🛠



IPC 32-34-01 figure 01

See IPC 29-10-11 figure 52 sheet 2 item C for picture of attaching hydraulic line

Rudder Fitting Lug Broken

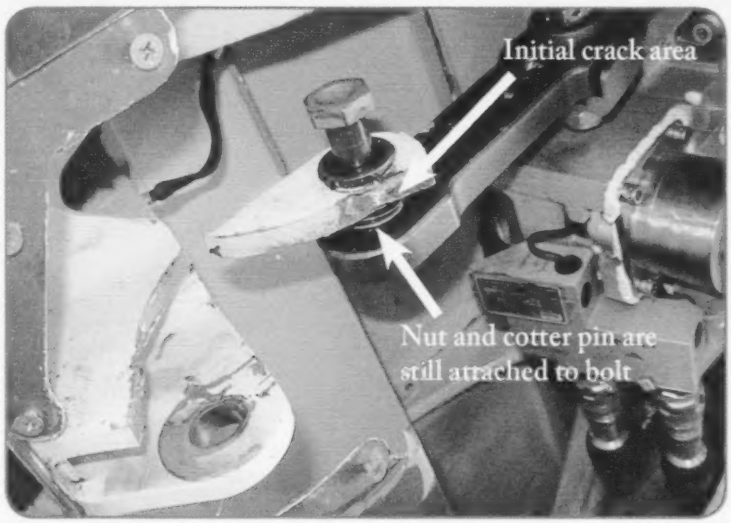
SDR submitted:

On pushback prior to departure, the crew received a cockpit advisory "No Dispatch Message". Maintenance investigation found that a portion of the upper rudder airframe attachment assembly had broken completely free, thereby leaving no rudder Power Control Unit (PCU) to airframe attachment at all. The broken portion was still attached to the rudder PCU linkage input arm.

Transport Canada Comments:

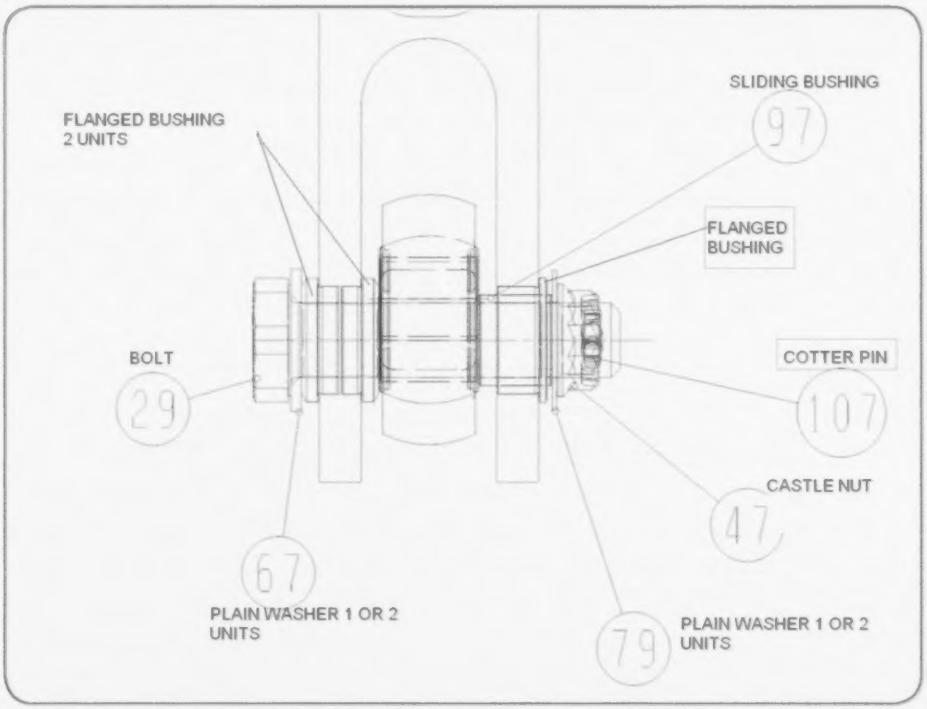
TCCA is currently investigating this potentially serious event with the FAA. Human factors and possible lack of independent flight control checks may be factors in this event.

It was determined that the cause of the breakage was due to the absence of the required sliding bushing P/N 170-62218-002, Illustrated Parts Catalogue (IPC) 27-21-05, Figure 01, Item 170. The sliding bushing sits inside the flanged bushing in the lower lug and its primary purpose is to prevent side loads from being applied on the lugs when the large single bolt is installed.



The missing sliding bushing was located in a nearby cavity in the immediate area and was lubricated but showed no "wear" marks. Examination of the single large bolt that connects the rudder PCU to the airframe assembly revealed that the bolt cotter pin was installed. When the bolt pulled through the lower lug, the cotter pin made "scoring" marks on the inside race of the lower lug. The absence of the sliding bushing created "side play" and then overstressed the airframe rudder attachment fitting resulting in breakage.

Log records reveal that recently, a foreign AMO had incorrectly assembled the toggle link that connects the rudder PCU to the airframe attachment fitting.



EUROCOPTER DEUTSCHLAND – BK 117 SDR # 20080507004

Tail Rotor Assembly – Inner Sleeve

SDR submitted:

The rotorcraft was undergoing a test flight for radar altimeter troubleshooting when five minutes into cruise flight; a sudden vibration was felt in the airframe and from the flight controls. The pilot immediately returned to base for an unscheduled landing without incident.

Inspection of the aircraft found that the tail rotor blade assembly mounting fork was binding when moving the blade to the feather position. It was noted that this blade had no available movement in the flapping axis. Removal of the tail rotor inner sleeve (1053172904) assembly revealed that an outer bushing was protruding beyond the inner sleeve by 1.80mm.

Further inspection of the mounting fork revealed abrasion marks on the inside, which were thought to be caused when the dislodged bushing contacted the fork assembly. It is suspected that the airframe and flight control vibrations resulted from tail rotor assembly imbalance, which was likely caused by the weight shift of the bushing and compounded by blade rigidity in the flapping axis.

The tail rotor assembly had logged only 65 TSN (time since new) and 253 CSN (cycles since new). The submitter added that the part is being returned to Eurocopter Canada for warranty exchange and inspection

Transport Canada Comments:

A search of the SDR database revealed nine reported worn inner sleeve bushings. As in this case, if vibrations are felt through the flight controls and/or airframe then an immediate inspection should be warranted. 🛠

BELL 206L1 SDR # 20081001007

Inline Check Valve

SDR submitted:

After a fuel filter replacement, a two-minute engine ground run was required, with the boost pumps off to ensure there were no air leaks in the fuel system. During this two-minute ground run, the engine flamed out after approximately 90 seconds, indicating an air leak.

The fuel system was inspected and the inline fuel/check valve (P/N ZT2CV06A08B) was found stuck in the open position. When this valve is stuck open air can be sucked from the front fuel tanks if they are empty. The check valve was cleaned and an engine ground run was carried out and the fuel system was declared serviceable.

The submitter indicated that this defect was likely caused by fueling from drums for an extended period of time and a small quantity of dirt entered the fuel system.

Transport Canada Comments:

TC advises operators to be cautious when using fuel from fuel drums. Water and other solid contaminates can enter the fuel system causing problems. 🛠

AEROSPATIALE – AS355F3

SDR # 20080723004

Collective Rigging

SDR submitted:

The aircraft was climbing at approximately 6 000 ft. ASL (OAT 1°C). The collective reached its upper stop plate during a power increase. At this point the torque reading was approximately 65%. T4 and NG were well within maximum continuous limitations.

Two-weeks prior to this event, Eurocopter SB 67.00.12, Revision 2 was carried out on this aircraft. This modification involved the installation and positioning of a new stop plate on the upper part of the collective quadrant. Positioning this stop plate (P/N 350A27-1343-20) in accordance with the instructions provided in SB 67.00.12, Revision 2, Paragraph 2.B.2 results in the upper collective travel being limited as well as limited travel of the servo input rods to approximately 6mm at full collective position.

Paragraph 2.B.3. of SB 67.00.12 requires that the rigging of the collective pitch control be checked. Although an independent control check was carried out after this installation, the rigging of the collective pitch control was not carried out as required.

The aircraft was returned to service.

Transport Canada Comments:

This occurrence underlines the importance of a full independent control check following the disturbance of any flight-critical item. 🛠

BELL 430

SDR # 20080908006

Main Transmission Chip Light

SDR submitted:

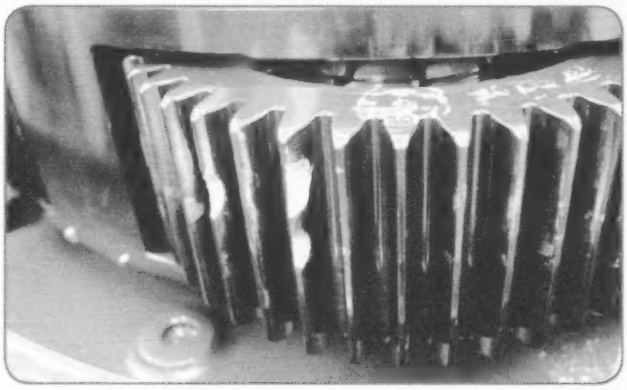
While in cruise flight, returning from an oil rig, the pilot heard a loud bang and the aircraft yawed left and right accompanied by a loud rumbling sound. The cockpit indication showed a transmission chip and a chip sump caution light. The pilot descended the rotorcraft to approximately 400 feet and prepared for ditching. After approximately 1 1/2 to 2 minutes, the rumbling stopped and the aircraft noise level seemed normal. The pilot proceeded to land without event and shut down the helicopter.

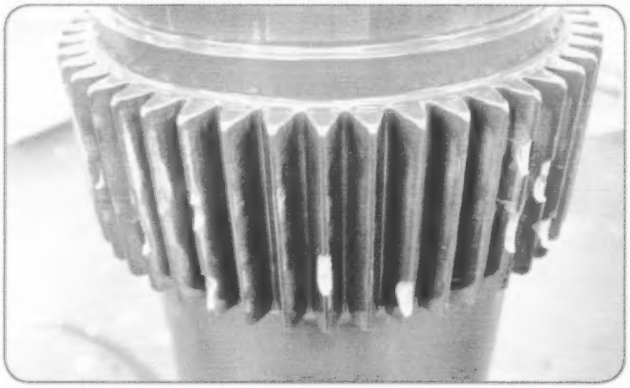
After inspection, numerous chips and flakes of metal were found on the oil sump pump chip detector, the collector gear detector and the magnetic drain plug. There was also some metal found on the L/H input quill chip detector and in the oil filter.

As a result, the main transmission gearbox (P/N 430040003) was replaced.

Transport Canada Comments:

Metal particles in the lubrication system of an engine or gearbox, are the first indication of an impending failure. Chip detectors are an invaluable device. 🛠



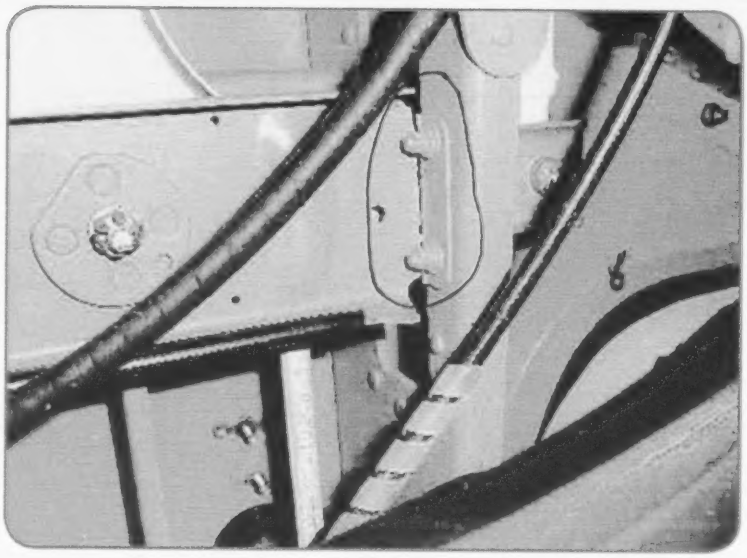


Tail Rotor Mounting Bracket Cracks

SDR submitted:

The Operator reported seven cases of the right hand tail rotor bellcrank mounting bracket cracking. The affected aircraft models are: Aerospatiale AS 350 B2 and AS 350 B3.

All of these aircraft have the Eurocopter Canada Limited (ECL) STC SH96-32 (FAA STC SR00429NY) left hand pilot modification installed.



Transport Canada Comments:

TC recommends that operators who have installed STC SH96-32 follow the inspection requirements in SB ECL-122 issued by ECL. 🛠

PRATT & WHITNEY – CAN, PT6T-3B

SDR # 20080923006

Failure of Compressor High Pressure Turbine Blades

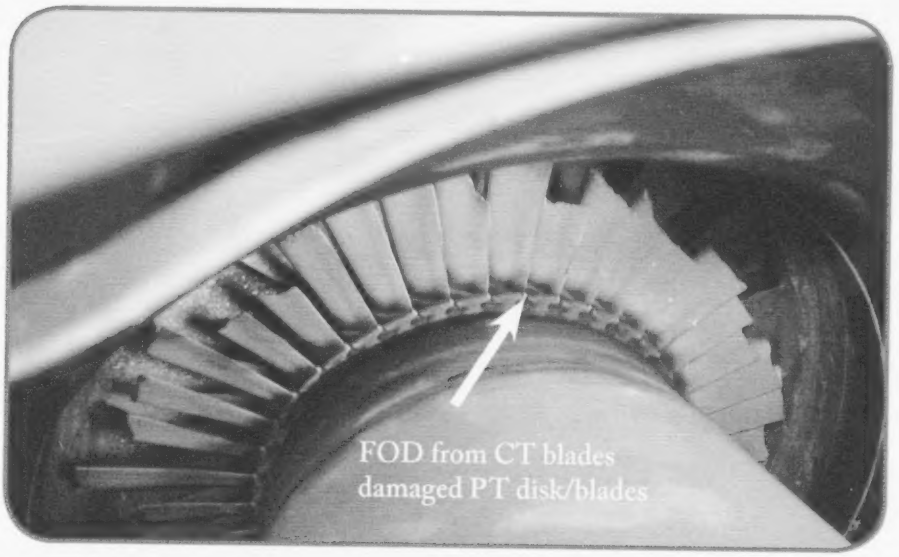
SDR submitted:

While hovering after take-off, No.1 engine lost power (pilot reported hearing a loud bang) and the aircraft landed without further incident.

Preliminary inspection revealed failure of the power turbine (PT) disk. Subsequent tear down and investigation revealed that the primary cause of failure was actually the compressor turbine (CT) blades, with secondary damage to the PT blades.

Transport Canada Comments:

Transport Canada recommends reviewing Service Difficulty Advisories AV-2007-06 (CT Blades failure), AV 2006-06 (Borescope inspection) and AV 2006-03 (ECTM). 🛠



PT Governor

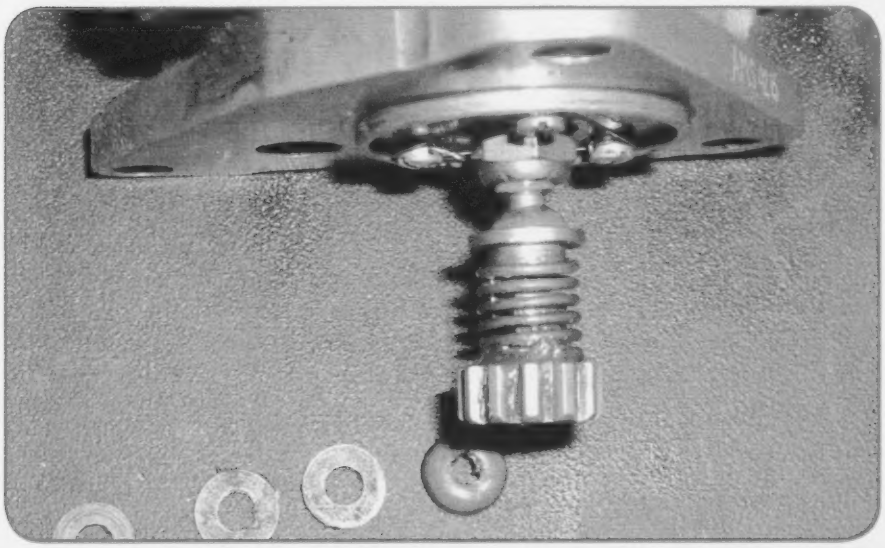
SDR submitted:

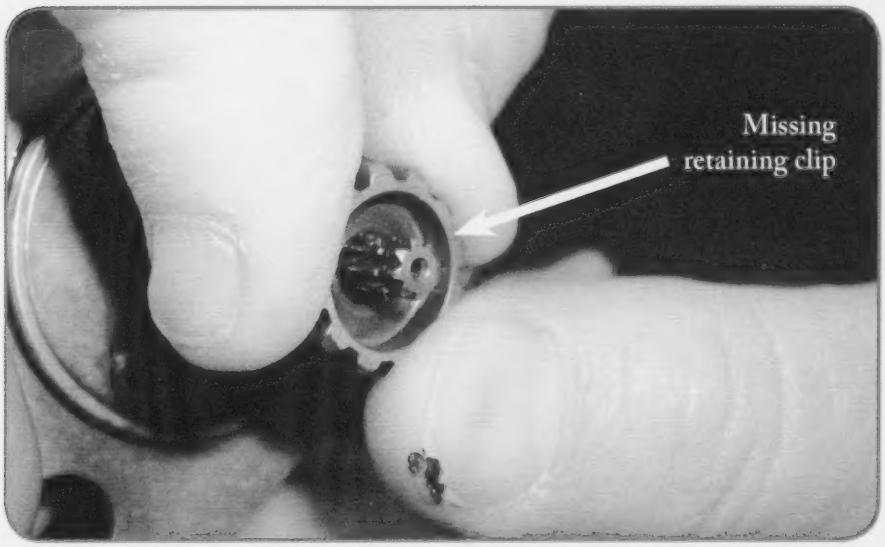
During a scheduled removal of the power turbine governor from the engine gearbox, it was noticed that the retaining clip that secures the drivegear on the power turbine shaft was not located in the groove. The washers that are retained by the clip and sit against the drivegear were found sitting in the male spline of the gearbox drive. It appears as though the end of the driveshaft was worn down to allow the circlip to become dislodged from the groove and work its way off the shaft. The damage to the shaft could have been due to the dislodged washers sitting in the drive spline. The only item found retaining the drivegear was the spring on the backside. The maintenance engineer inspected the gearbox drive but was unable to locate the circlip.

No previous history of faulty governor operation or abnormal sounds was noted. Chip plugs and gearbox drive gears were inspected but no damage was found. Overhauled unit installed and aircraft performed a satisfactory ground run.

Transport Canada Comments:

Always perform a detailed inspection of this area prior to PT governor installation. 🛠





MARVEL SCHEBLER UPDRAFT CARBURETOR A4510387 SDR # 20071205003

Air Metering Stop Pin - Jammed

Prior to landing, the pilot noted an intermittent, but minor engine roughness. Nothing out of the ordinary was observed during landing, taxi or engine shutdown. Nothing obvious was revealed by subsequent visual inspection.

Because the summer/fall-flying season was coming to an end, the updraft carburetor was removed and sent to an AMO in order to install an optional enrichment kit (P/N A666-660) to convert the carburetor P/N 10-3878 to P/N 103878M for improved performance and better cold weather operations. When the carburetor was disassembled, the air metering stop pin P/N 62-226 fell out. It appeared to have vibrated loose. This allowed the spring-loaded airbleed needle to pop out and fall inside the carburetor, thereby jamming the throttle and damaging the parts.

While flying, the pilot did not note any throttle abnormalities or malfunction of the mechanical carburetor enrichment system; which strongly implies that the progressive failure sequence had occurred shortly after landing. Furthermore, it is well understood that a dislodged air metering stop pin can cause severe problems such as a jammed throttle at idle with an extra lean mixture. Even if the throttle is not jammed, loss of the airbleed pin can still cause the engine to lose its power enrichment, while at the same time causing a leaner mixture. This can rapidly lead to engine pre-ignition and detonation.

Some time ago, the FAA issued AD 89-04-02 (applicable to Facet Aerospace Products, Co. (Marvel Schebler) Models MA-4-5, MA-5 and MA-6AA) instructing owners, operators and maintenance personnel to replace the air metering stop pin P/N 62-226 with P/N 62-F1. Replacing the air metering stop pin as instructed will prevent jamming of the carburetor throttle mechanism.

The serial number of the operator's carburetor was not specified on FAA AD 89-04-02 and therefore was not applicable.

TC reported this failure to the FAA who is the responsible civil airworthiness authority, requesting that the FAA consider revising AD 89-04-02 to expand the applicable serial number range. These numbers can be found on the carburetor nameplate located on the throttle body. The FAA have responded that they are not planning to revise the AD at this time because they are not aware of any other similar reports regarding this specific serial number(s) range.

TC emphasizes the importance of SDR submissions, which are used to support a risk assessment, possibly leading to mandatory airworthiness action. More than one report with any given problem can greatly enhance the likelihood of mandatory AD action.

Equipment Airworthiness Directives (ADs)

Transport Canada (TC) endeavours to send copies of new airworthiness directives, which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.

TC has received the following new ADs on equipment in the last three months. AMEs and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local TCC, their PMI, or from the Civil Aviation AD website at: www.tc.gc.ca/aviation/applications/cawis-swimn

Manufacturer	AD Number	Origin	Description
STC SA03-70	2008-26R1	CF	ATA-52 – Doors – STC SA03-70 Modification
AVIOINTERIORS	2008-0135	EU	ATA 25 – Equipment and Furnishing – Passenger seat backrest - replacement
CTT SYSTEMS AB	2006-0140R2	EU	Air Conditioning – Zonal drying system deactivation
FUNKWERK AVIONICS GM	2008-0158	EU	AA 34 Navigation – Mode S Transponders-Limitation
SPEKON	2008-0174	EU	Emergency Parachute – Replacement of the drogue parachute
HARCO LABS	2008-19-01	US	Air Speed disagree due to blockage within PITOT/AOA system from freezing condensation

Suspected Unapproved Parts (SUPs)

The submitters of the following Service Difficulty Reports (SDRs), received during the previous quarter, indicated that an unapproved part was suspected. The list is provided here for information only and should not be constructed as an identification of confirmed unapproved parts.

In Canada, SUPs should be reported in accordance with ***Canadian Aviation Regulation*** *(CAR) 591.01, indicating your suspicion of an unapproved part on a regular SDR form or on the Internet at: www.tc.gc.ca/wsdrs*

Make/Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
CESSNA						
55130553	0000	Bolt	AN35A	Incorrect part	20080922004	NCR
	3221	Trunion		Incorrect part	20080714001	NCR
EDO						
557170	3246	Keelson forward	55K202	Unserviceable	20080909002	PAC
PRATT & WHITNEY - CAN						
	7313	Fuel nozzle sheath	311991901	Wrong part number	20080805002	NCR
ROCKY MOUNTAIN						
921019	5321	Floorboard			20080904005	PNR
BF GOODRICH						
31543	3246	Grommet rubber	9595601143	Mislabelled part	20080905001	NCR
GENERAL ELECTRIC						
SIC505911	2841	CPU MODULE	SIC6734	Not proper configuration	20080829003	ONT
GRIMES MFG CO						
209075325	2497	Legend Annunciator		Serviceable	20080922007	NCR
209075325	2497	Legend Annunciator		Serviceable	20080922010	PAC
LEIGH						
SHARC7	2560	Artex ELT Battery	00004006AREV	New	20080716005	ONT
RFD BEAUFORT						
	2560	Liferaft	MRI-324010ALR	Susp. Unapproved Parts	20080704001	NCR

FAA Special Airworthiness Information Bulletins (SAIBs)

A Special Airworthiness Information Bulletin is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). www.faa.gov/aircraft/safety/alerts/SAIB/

SAIB Number	Make / Company	Subject	Issue Date
CE-09-01	Cessna Aircraft Company Cirrus Design Corporation Symphony Aircraft Industries Inc	Equipment - Emergency	2008-10-21
NM-07-39R1	Gulfstream Aerospace Corporation	Powerplant System: Forward bearing fitting attach bolts	2008-10-10
CE-08-50	Piper Aircraft, Inc.	Landing Gear Manual Extension System Inspection	2008-09-17
NE-08-49R1	General Electric Aircraft Engines	Turbine Engine Combustion Section	2008-09-17
NE-06-32R1	Lycoming Engines	Reciprocating Engine – Crankshaft	2008-09-10
CE-08-46	Cirrus Design Corporation	Powerplant Exhaust and Air Conditioning	2008-09-09
CE-08-47	Helio Aircraft LLC	Wings – Attachment Fittings	2008-09-09
CE-08-48	Alpha Aviation Design Limited	AIR – Engine Intake Ducting	2008-09-09
NE-08-49	General Electric Aircraft Engines	Turbine Engine Combustion Section	2008-09-09
CE-08-45	Diamond Aircraft Industries GmbH	Electrical – Airplane Flight Manual – Lightning Strike Procedures – Amendment	2008-09-03
NE-08-44	General Electric Aircraft Engines	Engine Thrust Reverser – Transcowl Clevis Pin	2008-09-03
NM-08-43	Airbus BAE Systems (Operations) Limited Boeing Company, The McDonnell Douglas Corporation	Cabin Equipment/Furnishings - Seats	2008-09-03
SW-08-42	Bell Helicopter Textron Bell Helicopter Textron (Canada) Eurocopter Deutschland GmbH	Emergency Float with Liferaft Kits (kits)	2008-08-27
CE-08-41	Diamond Aircraft Industries GmbH	Flight Controls – Flap and Aileron Bellcrank	2008-08-13
NE-08-40	Powerplant	Powerplant – Original Type and Production Certificate Holder Parts and Aftermarket Modification and Replacement Parts	2008-08-08
NM-08-39	Honeywell International Inc.	Navigation: Honeywell Epic and FMZ FMS VGP/VNAV Early Descent Behavior	2008-08-05
SW-08-38	Eurocopter Deutschland GmbH	Sandel Electronic Horizontal Situation Indicator SN3308 Heading Repeater Display Installations	2008-07-30
SW-08-37	Sikorsky Aircraft Corporation	Inoperative Cyclic Control Stick Guard	2008-07-22
CE-08-35	Honeywell International Inc.	Navigation – KTR 2280 Multi-Mode Digital Radio (MMDR)	2008-07-16
NE-08-36	Bombardier-Rotax GmbH	BRP-Rotax 912 A, 912 F, 912 S, & 914 F Series Reciprocating Engines	2008-07-16
CE-08-34	Swift Museum Foundation, Inc.	Brake Pedal Link Rod	2008-07-15
CE-08-33	Slick Aircraft Products	Magneto/Distributor – Ignition	2008-07-10
NE-08-26R1	Lycoming Engines	Dual Magnetos	2008-07-08
NE-08-32	Lycoming Engines	Propeller Governor Set Screw	2008-07-03
NM-08-31	Airbus	Equipment/Furnishings: Non-Textile Floors	2008-07-02
SW-08-30R2	Eurocopter France	Inadvertent Deployment of Crash Position Indicator (CPI) Beacon	2008-07-01
SW-08-30R1	Eurocopter France	Inadvertent Deployment of Crash Position Indicator (CPI) Beacon	2008-06-30
NE-08-29R1	Parachutes	Equipment/Furnishings – Reserve Parachute Harness	2008-06-26
NE-08-29	Parachutes	Equipment/Furnishings – Reserve Parachute Harness	2008-06-16
NM-08-28	McDonnell Douglas Corporation	Landing Gear: DC-3 Tail Wheel Fork Check	2008-06-12
NM-08-27	Transport Category Airplanes	Landing gear: Catalytic Oxidation of Aircraft Carbon Brakes due to Runway De-icing (RDI) Fluids	2008-06-06
NE-08-26	Lycoming Engines	Dual Magnetos	2008-06-02
CE-08-25	Dornier Luftfahrt GmbH	Propellers/Propulsion – Controlling	2008-05-23
CE-08-23	Schleicher, Alexander, GmgH & Co.	Flight Controls	2008-05-22
NE-08-17R1	CFM International, S.A.	Propulsion Technology LLC Unapproved Repair	2008-05-22
NM-08-24	Boeing Company, The	Water/Waste: Freezing Potable Water Lines	2008-05-22
NE-08-17	CFM International, S.A.	Propulsion Technologies International Unapproved Repair	2008-05-14
NE-08-18	Propellers	Effect of Engine Dampers on Propeller Life	2008-05-14
NE-08-19	Propellers	Propeller Installations on Experimental Aircraft	2008-05-14
NE-08-20	Propellers	Propeller Maintenance	2008-05-14
NE-08-21	Propellers	Propeller RPM Restrictions and Placards	2008-05-14
NE-08-22	Propellers	Propeller Search Inspection (General Visual Inspection)	2008-05-14
SW-08-16	Robinson Helicopter Company	Air Conditioning Wiring Chafing	2008-04-02

FAA Unapproved Parts Notifications (UPNs)

Unapproved Parts Notifications are published by: FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 73125. They are posted on the Internet at: www.1.faa.gov/avr/sups/

No.: 2008-200500151, 21 April 2008

AFFECTED PRODUCTS:

Bell Helicopter Textron, Inc. -Models to include: 204, 205, 206, 209, 212, 222, 412, and possibly other models. Note: Additional aircraft manufacturer's models may be affected; however, specific information pertaining to these products is unknown at this time.

PURPOSE:

This notification advises all aircraft owners, operators, maintenance organizations, and parts distributors, of the listed models of aircraft, and possibly other models, that unapproved parts were sold and may have been installed on these aircraft.

BACKGROUND:

During the course of a suspected unapproved parts investigation (SUP) of Beloate's Aircraft Trim, Inc, 4408 Haltom Road, Haltom City, Texas, 76117, FAA inspectors discovered that sewn and woven textile products such as seat covers, carpeting, float covers, straps and other associated parts were produced and sold directly to aircraft owners, operators, maintenance organizations, and parts distributors, when Beloate's did not hold any FAA production approval.

Below is a list of the known part numbers that Beloate's produced and sold without an FAA production approval.

OEM P/N	Part Nomenclature	Beloate's P/N
212-050-208-004	Float cover - Gray	BAC1250208
204-001-328-047	Cover cyclic boot	BAC401328-47
204-070-470-001	Cover assy, pitot tube	BAC470470-1
204-070-470-001	Cover assy, pitot tube	BAC570614-42
205-060-923-001	Firewall boot assy.	BAC560923-1
205-070-608-067	Firewall boot assy.	BAC570608-67
205-070-613-059	Cover assy.	BAC1470426-101
205-070-772-001	Strap assy	BAC570772-1
205-070-792-039	Seat cover	BAC570792-39
205-070-792-045	Seat cover assy.	BAC570792-45
205-072-703-007	Seat assy. - Gray	BAC572703-7
205-072-704-007	Troop seat	BAC572704-7
205-072-707-001	Stanchion pad	BAC572704-1
205-072-707-001	Stanchion pad	BAC572707-1
205-072-707-003	Pad assy.	BAC572707-3
205-072-713-001	Seat cover	BAC572713-1
205-072-713-008	Seat assy.	BAC572713-8
206-050-101	Float cover	BAC650247-101
206-050-188-003	Cover assy.	BAC650188-3
206-050-188-004	Float cover - Gray	BAC650188-4
206-050-188-005	Float cover - Gray	BAC650188-5
206-050-188-005	Float cover - Gray	BAC672216-105
206-050-188-006	Float cover - Gray	BAC650188-5
206-050-188-053s	Float cover assy.	BAC650188-53s
206-050-188-054s	Float cover - Gray	BAC650188-054
206-050-188-055	Cover assy.	BAC650188-54
206-050-188-056	Cover assy.	BAC650188-55
206-050-247-101	Float cover	BAC650247-101
206-050-247-103	Cover	BAC650247-103
206-050-247-109	Flap assy.	BAC650247-109
206-050-247-111	Flap assy.	BAC650247-111
206-050-247-135	Float cover	BAC650247-135
206-050-247-137	Float cover	BAC650247-137
206-050-247-138	Float cover	BAC650247-138
206-053-133-054	Float cover	BAC653133-54
206-070-740-169	Seat cover	BAC672352-1
206-070-797-037	Seat cover	BAC670740-169
206-072-250-111	Trim cover	BAC670797-37
209-062-519-001	Boot, oil cooler blower	BAC1270562-3B
209-070-731-003	Strap	BAC962519-1

OEM P/N	Part Nomenclature	Beloate's P/N
212-050-208-002	Float cover	BAC1250208-1
212-050-208-003	Float cover	BAC1250208-2
212-050-208-004	Float cover - Gray	BAC1250208-3
212-050-208-052	Float cover assy.	BAC1250208-4
212-070-562-001	Blanket assy.- Roof	BAC1250208-52
212-070-562-001B	Blanket assy.	BAC1270562-1
212-070-562-003	Blanket assy.	BAC1270562-1B
212-070-562-005	Blanket assy.	BAC1270562-3
212-070-603-001	Blanket assy.	BAC1270562-5
212-070-603-001B	Blanket assy.	BAC1270603-1
212-070-604-001	Blanket assy.	BAC1270603-1B
212-070-604-001B	Blanket assy.	BAC1270604-1
212-070-604-002	Blanket assy.	BAC1270604-1B
212-070-604-002B	Blanket assy.	BAC1270604-2
212-070-605-003	Blanket assy.	BAC1270604-2B
212-070-605-003	Blanket assy.	BAC1270605-3
212-070-605-003B	Blanket assy.	BAC270605-3
212-070-605-004	Blanket assy.	BAC1270605-3B
212-070-605-004	Blanket assy.	BAC1270605-4
212-070-605-004B	Blanket assy.	BAC2700605-4
212-073-525-001	Streamer assy.	BAC1270605-4B
214-070-426-101	RH tail cover	BAC1273525-1
412-050-017-133	Float cover assy.	BAC1350017-103
412-050-017-135	Float cover assy.	BAC1350017-133
412-050-017-135	Float cover assy.	BAC1350017
412-050-017-135	Float cover assy.	BAC1350017-133
412-186	Tie down application	BAC1350017-135
412-186-1	Tie down application	BAC412-186-1

Note: This list was compiled by the FAA and may not be all-inclusive. If you have any information identifying additional parts not listed above, please contact the FAA at the numbers listed under "**FURTHER INFORMATION.**"

RECOMMENDATIONS:

Title 14 CFR § 21.303(a) states in part, no person may produce a modification or replacement part for sale for installation on a type certificated product unless it is produced pursuant to a Parts Manufacturer Approval (PMA). Further, Title 14 CFR § 21.303 (k), states that the holder of a PMA shall determine that each completed part conforms to the design data and is safe for installation on type certificated products. We recommend that aircraft owners, operators, maintenance organizations, and parts distributors inspect their aircraft, aircraft records, and parts inventory for any parts produced by Beloate's, and procured directly or through other non-OEM sources that are installed or are intended to be installed on a type certificated aircraft. If any suspect part produced by Beloate's has been installed on an aircraft, you should take appropriate action. If any of these suspect parts are found in existing stock, we recommend that the suspect part be segregated to prevent inadvertent installation until you can determine its eligibility for installation.

FURTHER INFORMATION:

You can obtain further information concerning this investigation and guidance regarding the above-referenced parts from the FAA Manufacturing Inspection District Office (MIDO) shown below. In addition to compliance with the above recommendations, we would appreciate any information concerning the discovery of these or similar parts, the means used to identify the source, and any action taken.

This notice originated from the Fort Worth MIDO, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5819, fax (817) 222-5995.

No.: S008-200500171, 8 May 2008

AFFECTED PARTS:
General Design, Inc., DC Motors and Beechcraft Main Landing Gear Actuator Assemblies.

PURPOSE:
This notification advises all aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and parts distributors regarding improper maintenance performed on General Design, Inc., DC Motors, P/Ns 6305 and 9910155-1, Beechcraft main landing gear actuator assemblies P/Ns 99-810057-603, 99-810057-604, 99-810057-651 and 99-810057-652.

BACKGROUND:
Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed The Aviation Group, Inc., (TAG), located at 211 Prospect Park, Peachtree City, Georgia 30269, improperly maintained or overhauled and approved for return to service DC motors manufactured by General Design, Inc., and main landing gear actuator assemblies manufactured by Beechcraft, contrary to the regulations. TAG holds Air Agency Certificate No. VGOR728L with accessory class 1, 2, and 3 ratings.

Evidence indicates that between 2002 and 2005 TAG approved for return to service DC motors not maintained or overhauled in compliance with the current manufacturer's maintenance manuals or other data or methods acceptable to the FAA. Specifically, TAG manufactured spring P/N 4567-1 and brush P/N 6298-12 for which TAG did not have parts manufacturing approval (PMA) or original equipment manufacturer (OEM) authority. These parts were used in the overhaul of General Design, Inc., DC motors, P/N 6305 and 9910155-1.

Evidence indicates that between 2002 and 2005 TAG approved main landing gear actuator assemblies not maintained or overhauled in compliance with the current manufacturer's maintenance manuals or other data or methods acceptable to the FAA. Specifically, TAG purchased bearings, P/N 115-380102 and 115-38103, that did not demonstrate conformance to Technical Standard Order TSO-C149 and used these bearings in the overhaul of Beechcraft main landing gear actuator assemblies, P/Ns 99-810057-603, 99-810057-604, 99-810057-651, and 99-810057-652.

RECOMMENDATIONS:
Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and parts distributors should inspect their aircraft, aircraft records, and/or parts inventories for any General Design, Inc., DC motors, and Beechcraft main landing gear actuator assemblies approved for return to service by TAG. If you find any referenced parts installed on aircraft, you should take appropriate action. If you find any referenced parts in existing aircraft inventories, we recommend quarantine to prevent installation until a determination can be made regarding the part's eligibility for installation.

FURTHER INFORMATION:
You can obtain further information concerning this investigation and guidance regarding the above-referenced parts from the FAA Flight Standards District Office (FSDO) shown below. In addition to the above recommendations, the FAA would appreciate any information concerning the discovery of the referenced parts, the means used to identify the source, and the action taken to remove the parts from aircraft and/or inventory.

This notice originated from the FAA Atlanta FSDO-11, 1701 Columbia Ave., Suite 2-110, College Park, Georgia 30337-2748, telephone (404) 305-7200, fax (404) 305-7215.

Below is a partial list of parts manufactured by General Design, Inc., and Beechcraft approved for return to service by TAG.

Part Name	Part Number	OEM
DC Motor	6305 9910155-1	General Design, Inc.
Main Landing Gear Actuators	99-810057-603 99-810057-604 99-810057-651 99-810057-652	Beechcraft

No.: 2008-S20071123008, 9 June 2008

AFFECTED PRODUCTS:
Aircraft engines: AE2100 and AE3007

PURPOSE:
This notification advises all aircraft owners, operators, maintenance organizations, manufacturers, and parts suppliers and distributors regarding the purchase of Turbine Wheels that did not finish the fixed manufacturing process.

BACKGROUND:
Information received during a Federal Aviation Administration (FAA) suspected unapproved parts (SUP) investigation revealed that Dakota Air Parts International, Inc., located at 1801 23rd Avenue North, Suite 119, Fargo, ND, 58102, had listed for sale impeller wheel part number 23079946, serial numbers MW51835, MW51837, MW51839 and MW51840, that have been deemed unapproved and un-airworthy by the manufacturer due to incomplete manufacturing processes required.

It has been established by investigation that the manufacturer, Rolls Royce Corporation, Indianapolis, IN, has shown through their manufacturing records that these four (4) wheels never completed their production cycle and were lost by a freight carrier. These wheels, by serial number, have recorded manufacturing anomalies such as nicks, dings, burrs, handling damage, tool marks, etc., and were determined to be non-airworthy by the manufacturer.

During the investigation it has been further established that Dakota Air Parts International, Inc., had listed for sale, on their website, part number 23079946, impeller wheel, quantity 4, condition new surplus (NS). These parts were acquired from a lost freight auction.

RECOMMENDATIONS:
Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, manufacturers, parts suppliers and distributors should inspect their records to establish if these parts were received from Dakota Air Parts International, Inc. or any other source other than the manufacturer, Rolls Royce Corporation, Indianapolis, Indiana. If your records reflect receipt of these part number wheels, by the noted serial number/s above, appropriate action should be taken and that they be removed from inventory or installation (if applicable), and returned to the original manufacturer for engineering analysis and disposition. It is also recommended that the office noted in the "FURTHER INFORMATION" shown below be contacted.

FURTHER INFORMATION:
You can obtain further information concerning this investigation and guidance regarding the above-referenced turbine wheels from the FAA Manufacturing Inspection District Office (MIDO) shown below. The FAA would appreciate any information concerning the discovery of these parts from any source, the means used to identify the source, any action taken to leave the parts in service, and any action taken to remove the parts from service.

This notice originated from the FAA Minneapolis MIDO, 6020 28th Avenue South, Room 103, Minneapolis, MN, 55450, telephone (612) 713-4370, fax (612) 713-4365.

The following Unapproved Parts Notifications have not been published in this issue, but can be viewed at:
www.faa.gov/aircraft/safety/programs/sups/upn/2008/

No.: 2008-200700111, 23 May 2008
Affected Products -
Various aircraft parts

No.: 2008-S20080411011, 19 June 2008
Affected Products -
Aircraft components and instruments approved for return to service by WECO, Inc.

No.: 2008-S20080418002, 19 June 2008
Affected Products -
All aircraft engines, and propellers maintained by Mr. Brian D. Snyder d.b.a. Smooth Landings, Inc., also known as Always Airborne.

No.: 2008-S20080226009, 31 July 2008
Affected Products -
Aircraft parts produced and sold by Mid Continent Aircraft Corp. for installation on agricultural aircraft.

Service Difficulty Reports

LEGEND

JASC: Joint Aircraft System Code number defining assembly/system/components

SDR No.: Transport Canada Civil Aviation (TCCA) -assigned SDR control number — please quote in any correspondence or inquiries

RGN: TCCA region of SDR submitter:

PAC = Pacific
ONT = Ontario
ATL = Atlantic
VAR = Various
PNR = Prairie and Northern
QUE = Quebec
NCR = Ottawa (HQ)

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
AIRCRAFT						
AEROSPATIALE						
AS 350B2	1231	Frequency Adaptor	350A31182703	Worn	20080716004	NCR
AS 350B2	6230	Ring Stop	350A37122021	Scrap	20080722005	NCR
AS 350B2	6230	Servo	SC5083SN2353	Being tested	20080717005	PAC
AS 350B2	6210	T/R Blade Assy	355A12004008	Cracked	20080728009	PAC
AS 350B3	2822	Fuel Pump Switch	045004B145A	Unserviceable	20080710003	ONT
AS 350BA	7160	Seal	1350P5103	Piece Missing	20080807006	PAC
AS 355F2	6710	Stop Plate	350A27134320	New	20080723004	NCR
AS 355NP	6400	Control Rod	FTD14531	Incorrect P/N	20080707001	ONT
ATR 42 300	3246	Bolt	MS2125006038	Sheared	20080926006	PNR
ATR 42 320	2150	Cooling System	EVAC2423H	Replaced	20080702011	NCR
ATR 42 320	2460	Dc Power Dist	SM400D30	Replaced	20080801002	NCR
ATR 72 212	5753	Fwd Pick-Up	S5751202320	Broken	20080918002	QUE
AIRBUS						
A310 304	2500	Oven	80010600001LH	Dirty With Food	20080728004	NCR
A310 304	3232	Fitting Assy	A5341130500200	Broken	20080808001	NCR
A310 304	3340	Flasher Unit	RG1007AA03	Burnt at Plug	20080804001	NCR
A310 308	2822	Breaker Circuit	NSA931322100	Burnt	20080728005	NCR
A310 308	5730	Access Panel 512HB	A5724853200000	Missing	20080801004	NCR
A310 308	2530	Galley Supply Connector	E0111241057	Damaged	20080926005	NCR
A319 114	7397	Wiring	329006417	Damaged	20080714004	ONT
BAE – UK						
3112	2720	Retaining Ring	RS87	Missing	20080709005	PNR
3112	5554	Fitting Assy - Spring End	137312E401	Worn	20080828004	PNR
BEECH						
1900C	2435	Wire Feed Thru Assy	10936102247	Burnt	20080912005	PNR
1900C	3230	Hydraulic Line	1013880175	Ruptured	20080930009	NCR
1900C	3233	Barrel	1FA1004323	Cracked	20080902004	ONT
1900C	3260	Landing Gear Light Assy	308607843004	Indication Wrong	20080826001	ATL
200	7314	Fuel Pump LP	91380003	Leaking	20080718005	ATL
A100	5210	Hook	5043003211	Out Of Adjustment	20080701004	ONT
B100	3230	Circuit Breaker	PDLM60	Failed	20080708004	NCR
B200	2810	Fuel Vent Float Valve	1183810021	Dislodged	20080908003	NCR
B200	3020	Ice Vane Links	101910026205	Worn	20080707011	PNR
B200	3234	Selector	1013841377	Damaged	20080805012	PNR
B300	3421	Attitude Gyro	1013800803	Failed	20080822016	PAC
B300	5720	Bracket	3516505030	Scrap	20080912004	QUE
B60	8120	Turbo charger		Flushed	20080806005	PNR
C23	3221	Engine Mount Support		Breakage	20080924006	QUE
C90A	5220	Trigger	50420013373	Serviceable	20080905007	PAC
BELL TEXTRON – CAN						
206B	2432	Battery	RG206	Discharged	20080822005	PNR
206B	7323	Governor	23076061	Replaced	20080717001	PNR
206B	6210	Lead Coupon	206010200133	Came Debonded	20080821011	PAC
206B	6410	Pitch Horn	2060111809005	Overhauled	20080715007	NCR
206B	6320	Transmission Oil Pump Sea	20604184001	Overhauled	20080718007	NCR

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
206B	7250	Turbine	23038241	Found oil	20080822014	PNR
206L	6410	T/R Pitch Horn	206011809109	Used	20080813002	ATL
206L 4	6730	Actuator	206076062101	Used	20080821008	ONT
407	6510	Disc Pack	407340103	Cracked	20080910005	PAC
407	6420	Output Shaft	407040416107	Corroded	20080707006	PAC
407	5302	Tailboom	407530014101	Cracked	20080805003	ONT
412CF	6730	Tail Rotor Servo Support	205001731101	Cracked	20080924002	QUE
412CF	6730	Tail Rotor Servo Support	205001731101	Cracked	20080924003	QUE
412CF	6730	Tail Rotor Servo Support	205001731101	Cracked	20080924004	QUE
412EP	5620	Window	412670101	New	20080710001	NCR
427	5347	Manual Release Cable	26801500	Broken	20080710002	NCR
430	6320	Transmission	430040003	Replaced	20080908006	NCR
BELL TEXTRON - USA						
205A 1	6320	Bearing Set	2120401431001	Rough	20080731002	PAC
205A 1	5310	Left Main Beam Cap	2050301095030	Cracked	20080710006	PAC
205A 1	6320	M/R Mast Assy	Lowerbearing	Damaged	20080722001	NCR
205A 1	6320	M/R Mast Assy	204040366021F	Damaged Reevaluated	20080718001	NCR
205A 1	2910	Tube Assy	205076302001	Cracked	20080811004	QUE
212	6420	Counterweight Bellcrank	212011701	Not properly installed	20080813009	PAC
212		XMSN Oil Cooler Lines	212040267001	Bent	20080813010	PAC
BELLANCA						
8GCBC	3244	Tail Wheel Tire	280250	Flat	20080806015	PNR
8GCBC	5711	Wing Spar	31692	Corroded	20080806017	PNR
BOEING						
727 225	2612	#6 Smoke Detector	774001	Failed	20080730002	PNR
727 225	2750	Actuator	1U1110	Failed	20080911003	PAC
727 225	2751	Position Indicator		Broken	20080707002	NCR
727 227	7200	Engine	JT8D9A	Lost of oil	20080911006	PAC
727 243	2710	Aileron Control	129307	Failed	20080728003	PAC
727 243	2781	L/E Slat Position Switch	H1010271	Unserviceable	20080716008	PAC
727 247	2133	Pack Flow Control Shutoff	3964401	Not Reported	20080917003	PNR
727 260	7531	Pressure Ratio Bleed Controller	658385	TBD	20080905003	NCR
737 400	1497	Wiring		Chaffed	20080708011	NCR
737 6CT	2597	Seat Electronics Box	3042865102	Failed	20080704003	PNR
767 3Y0	7261	Oil System		Damaged	20080814004	QUE
777 222	5310	Hi-Lock Collar	HL10878	Cracked	20080903007	NCR
777 333ER	7200	GE90-115B	90623	Out of service	20080917005	NCR
BOMBARDIER						
BD 100 1A10	2100	Impeller Bearing	347074	Dragging	20080711004	NCR
BD 100 1A10	3160	MFD	8221577012	Failed	20080806002	NCR
BD 100 1A10	3234	Valve	17C17616A3	Failed	20080819009	NCR
BD 700 1A10	3260	Landing Gear Electronic C	GW41551001	Failed	20080915006	QUE
CL600 2B19 (RJ100)	2100	Air Cycle Machine	78279015	Unserviceable	20080922006	ATL
CL600 2B19 (RJ100)	2420	W1J Wire Cable Harness	M275008SP3U00	Corroded/Broken	20080905002	NCR
CL600 2B19 (RJ100)	2750	BPSU	855D1009	Unserviceable	20080708002	NCR
CL600 2B19 (RJ100)	2750	Flexshaft	1104SD1201	Broken	20080909005	QUE
CL600 2B19 (RJ100)	2820	Coupling	B305025A20	Sleeve Worn	20080714008	ATL
CL600 2B19 (RJ100)	2910	HYD# 1 Return Line	601R752863	Cracked	20080828003	QUE
CL600 2B19 (RJ100)	3070	Heat Tape	11020140T	Burnt	20080805004	NCR
CL600 2B19 (RJ100)	3242	Quick Disconnect Line	AE87996E	Disconnected	20080711008	NCR
CL600 2B19 (RJ100)	5610	Window Side- R/H	NP1393226	Shattered	20080819002	QUE
CL600 2B19 (RJ100)	5610	Window Side- R/H	NP1393226	Shattered	20080819003	QUE
CL600 2B19 (RJ100)	5610	Windshield	601R330339	Cracked	20080911002	NCR

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
CL600 2B19 (RJ100)	5610	Windshield		Cracked	20080702001	QUE
CL600 2B19 (RJ100)	7110	Cowling		Missing	20080806006	QUE
CL600 2C10 (RJ700)	5610	FO Windshield	NP13932112	Cracked	20080828002	QUE
CL600 2C10 (RJ700)	5610	Side Window	NP13932210	Cracked	20080819005	QUE
CL600 2C10 (RJ700)	5610	Windshield	NP1393215	Cracked	20080819004	QUE
CANADAIR						
CL215 1A10	3242	Piston Housing	2604141	Cracked	20080712001	PNR
CL215 6B11(CL415)	2810	Fuel Cell	215640014	Leaking	20080903012	ONT
CL215 6B11(CL415)	2810	Fuel Cell	K215T6400212	Leaking	20080903014	ONT
CL215 6B11(CL415)	2810	Fuel Cell		Leaking	20080711003	QUE
CL600 2B16(601 3A)	2900	Hose Assy	AE4760H0592055	Burst	20080813003	NCR
CL600 2B16(604)	3230	Landing Gear	NAS16128	Deteriorated	20080903006	NCR
CL600 2B16(604)	5610	Window	6003303021	Cracked	20080923002	NCR
CESSNA						
152	2421	Alternator		Battery not charged	20080723006	PAC
152	5342	Fin Attach Fitting	4310093	Cracked	20080715002	ONT
152	5551	Vertical Attach Bracket	4320049	Cracked	20080916006	PAC
172K	3240	Cylinder	6119	Corroded	20080826008	PAC
172M	2720	Rudder Cable	510105207	Worn/Frayed	20080702007	PNR
172M	5312	Bulkhead Assy	5120151	Cracked	20080703002	PNR
172M	8520	Camshaft	SL18840	Unserviceable	20080813006	PAC
172N	2510	Cable Assy	5055301401	Broken	20080819001	ONT
172N	3340	Switch	S21601	Unserviceable	20080812001	ONT
172N	5511	Spar Assy Front	53200198	Cracked	20080925002	NCR
172R	2840	Variable Resistor	S38521	Worn	20080926004	PNR
172R	3452	Transponder		Chaffed wire found	20080708010	ONT
172RG	3252	Clevis Bol	22430211	Broken	20080812002	ONT
172S	2710	Aileron Cable	510105364	Frayed	20080902001	ATL
172S	2840	Indicator	38522	Broken	20080929007	NCR
172S	7414	Coil	K3975	Open Circuit	20080908002	NCR
180C	6113	Spinner Support	C4383	Broken	20080807007	NCR
182K	7100	Piston	AEC646263	Broken Skirt	20080711005	PNR
182Q	8530	Cylinder Assembly Kit	T1ST76OCA	Breakage	20080918001	NCR
208	2750	Roll Pin		Sheared	20080916002	NCR
208	3010	De-Ice System		Chafed wire found	20080813008	ONT
208	7313	Adapter Fuel Amnifold	301114521	Cracked	20080922003	NCR
208	2750	Coupling	C3010010211	Failed	20080917004	NCR
208B	2750	Flap Motor	C1452501	Unserviceable	20080801005	ONT
208B	5320	Panel Assy	26132473	Cracked	20080703003	PNR
208B	5552	Fittings	26340231	Seized	20080721003	ONT
208B	7314	Fuel Pump	25323150	Fuel Leak	20080722004	ONT
210R	7120	Fwd Engine Shock Mount	J124532	Deformed	20080710004	ONT
33F	7160	Intake Duct (Rear)	155212914	Cracked/Broken	20080910001	NCR
441	3060	Prop De-Ice Boot	SMR4024556	Short To Spinner	20080822015	PNR
525B	3200	Valve Assy	420001263	Cracked	20080829007	PNR
550	2121	Fan	99101133	Noisy	20080716001	NCR
550	2731	Trim Wheel	55657562	Loose	20080708005	NCR
550	3220	Nose Gear Steering Arm	55656195	Damaged	20080813004	NCR
560XL	2460	Circuit Breaker	70002450	C/B Pops Open	20080725001	NCR
680	5610	Windshield	99144111	Cracked	20080707004	PAC
A185E	2730	Control Yoke Assy	5117821	Corroded	20080930004	PAC
A185F	5300	Bulkhead Assy Stn 9000	71111229	Cracked	20080908010	PNR
A185F	2750	Flap Pulley Bracket	512128	Broken	20080930005	PNR
T206H	6112	Deice Boot		Separated	20080904002	ONT
U206G	2421	Alternator	DOFF10300BR	Abnormal wear	20080715003	PNR
U206G	2730	LH Control Tube	12614015	Worn	20080707007	PNR
U206G	3220	Upper Torque Link Assy	12436351	Cracked	20080707005	PNR

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
U206G	5511	Rear Spar	12326212	Corroded/Cracked	20080908009	PNR
U206G	3221	Bolt	AN17621A	Cracked	20080921001	PAC
U206G	2731	Elevator Trim Jack Actuator	12601491	Corroded	20080918006	PNR
U206G	2436	Voltage Regulator	C6110040101	Shorted	20080916007	PNR
FIRECAT	1400	Bolt AN6C16A	CON3934353	Backed out	20080722006	PAC
DASSAULT						
FALCON 50	4960	Body Light	220VK01A00B40N	Burnt	20080916004	QUE
DEHAVILLAND – CAN						
DHC 2 MKI	8530	Cylinder	399354	Broken	20080711011	ONT
DHC 3	8530	Valve – Exhaust	71167	Broken	20080812005	QUE
DHC 3T	3210	Axle Assy	8A04000021	Cracked U/S	20080917002	PAC
DHC 6	1000	Bushing	C6FSM244335	Missing	20080722007	NCR
DHC 6	1000	Drain Valve Bolt	TBC6EM106727	Manufactured	20080714005	ONT
DHC 6 300	2730	Screw Drive	C6CTM102827	Threads Stripped	20080806009	NCR
DHC 6 300	5522	Hinge Arm	C6TEM101229	New	20080807005	PNR
DHC 6 300	5753	Wing Box	WR6100261	New	20080704002	PNR
DHC 6 300	3210	Gear Leg	C6UM11104	Cracked	20080924009	QUE
DHC 8 102	2431	Battery		Overheated	20080815002	QUE
DHC 8 102	2700	Casing		Fractured	20080807004	QUE
DHC 8 102	2722	Rudder Actuator	2334003001	Bypassing Fluid	20080908004	ONT
DHC 8 102	3242	Brake Unit	214664	Sheared	20080811003	ONT
DHC 8 102	6112	Heater		Burnt	20080805010	ONT
DHC 8 202	7910	Flexible Hose Assy	AE7077093	Damaged	20080828001	ONT
DHC 8 300	2910	Pipe	82920010227	Cracked	20080926002	QUE
DHC 8 301	2431	Battery		High temperature	20080728001	NCR
DHC 8 301	2840	Switch Fuel Float	F75985	Wire Chafed	20080728006	PAC
DHC 8 311	2751	Flap Drive Torque Sensor	756158	Faulty	20080813005	PNR
DHC 8 311	5511	LWR Elevator Skin	85520056	Cracked	20080730004	PAC
DHC 8 311	5751	Aileron Tip		Damaged	20080701003	NCR
DHC 8 314	3260	Advisory Control Unit	7002537	Replaced	20080723001	ONT
DHC 8 314	5330	Skin	85410587	Cracked And Bulged	20080826006	ONT
DHC 8 314	7261	Bolt	MS920807	Loose	20080812004	ONT
DHC 8 314	7320	Engine Electronic Control Unit (EECU)	7982133007	Increase in fuel flow	20080709001	ONT
DHC 8 400	2120	Outflow Valve	88060B010003	Failed	20080806008	QUE
DHC 8 400	2913	EDP	6617303	Shaft Sheared	20080903011	ONT
DHC 8 400	2913	Engine Driven Pump	661733	Casing Punctured	20080818001	ONT
DHC 8 400	2913	Engine Driven Pump HYD	6617303	Loose	20080805006	ONT
DHC 8 400	3231	Solenoid Sequence Valve	483025	Replaced	20080805005	ONT
DHC 8 400	3244	Tire	DR0231T	Blown	20080922001	ONT
DHC 8 400	6120	MPU	666000459	Shorted	20080825001	ONT
DHC 8 400	7931	Oil Scavenge Pump	766859C	Loose	20080820001	ONT
DHC 8 400	7931	Oil System		Loose	20080919004	QUE
DIAMOND – AS						
DA 40	2420	Alternator	ALU8521LS	Intermittent	20080925013	NCR
DA 40	5711	Wing Spar Bond Line		Disbond	20080729007	ONT
DA 40	6122	Screw Plug	1219310	Backed out	20080724008	ONT
DORNIER						
228 202	3251	Steering Potentiometer	176SF2DT102W0162	New	20080718004	PNR
228 202	2913	Hydraulic Motor	1259A	Failed	20080729005	PNR
DOUGLAS						
DC10 30	3414	Airspeed Indicator	2594466905	Failed	20080929002	PAC
DC6B	3411	Pitot System		Found debris	20080724007	PAC
EMBRAER						
EMB 145LR	5210	Shim	12030027001	Heavy Corroded	20080827001	QUE
EMB 110P1	3213	Strut Housing	15200	Overhauled	20080902005	ONT
ERJ 170 200 SU	3242	#1 Brake	900005831PR	Replaced	20080821001	NCR
ERJ 170 200 SU	3242	#3 Brake	900005831PR	Replaced	20080924001	NCR
ERJ 170 200 SU	3242	#4 Brake	900005831PR	Failed	20080821004	NCR
ERJ 170 200 SU	3242	Brake		Failed	20080815008	QUE
ERJ 170 200 SU	3242	Left Main Brake	900005831PR	Replaced	20080821007	NCR
ERJ 170 200 SU	5310	Fuselage		Leak	20080814011	QUE
ERJ 170 200 SU	5347	Seat Track	17003263001	Replaced	20080717003	NCR
ERJ 190 100 IGW	2520	Seat Lap Belt	5045802158003	Unserviceable	20080807001	QUE
ERJ 190 100 IGW	2710	Aileron Cables		Not properly Installed	20080709003	QUE

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
ERJ 190 100 IGW	2913	EDP		Failed	20080819006	NCR
ERJ 190 100 IGW	3233	Main Gear Bushing	19070150404	Broken	20080709007	QUE
ERJ 190 100 IGW	3340	Lighting		Damaged	20080721004	ONT
ERJ 190 100 IGW	5310	Aircraft	ERJ190100IGW	Repaired	20080815007	QUE
ERJ 190 100 IGW	5753	Carriage Assy	19092001405	Groove	20080709004	QUE
EUROCOPTER DEUT						
BK117 B 2D	6230	Main Rotor Transmission	1171200501	Overhauled	20080819008	PNR
BO105 S CDN BS 4	5301	Electrical Wire Release	52802800	Broken	20080923003	NCR
BO105 S CDN BS 4	6720	Protective Boot	ASSB3510127	Chafed	20080702012	NCR
EUROCOPTER FRANCE						
AS 355	5302	Tailboom	350A23000002	Damaged	20080707012	ONT
EC 130 B4	2397	Wire To ASU Card #1	EC130B4	Improper Splice	20080702010	ONT
FAIRCHILD						
SA227AC	5280	Gear Doors		Bent	20080728007	NCR
SA227CC	1410	Gear Down HYD Line	2781032273	Cracked	20080922005	NCR
SA227DC	2400	Wiring		Burnt	20080905004	NCR
FOUND BROTHERS						
FBA 2C1	2800	Fitting	G201G202	Undertorqued	20080915001	NCR
FBA 2C1	8550	Baffle	56G23399	Broken	20080915003	NCR
FBA 2C2	8550	Baffle	LW13383	New	20080915002	NCR
GULFSTREAM - ISRAEL						
GULFSTREAM 100	2820	Line	25W653120634	Chafed	20080924008	ONT
GULFSTREAM 100	2910	Hydraulic Tube Assy	25W711008171	Cracked	20080808004	ONT
GULFSTREAM 100	3411	Pitot		Defective	20080903009	ONT
GULFSTREAM – USA						
690D	2820	O-Ring	S0310015HT	Worn	20080708001	NCR
690D	5610	Windshield - R/H	36004314SS	Cracked	20080924005	NCR
HAWKER SIDDELEY-UK						
HS 748 2A	2900	Flex Line		Chafed	20080801001	NCR
HS 748 2A	2913	End Cover	AIR29804	Leaking	20080729006	PNR
HS 748 2A	2110	Cabin Supercharger	139312	Clogged	20080919007	ONT
ISRAELI INDUSTRIES						
ASTRA SPX	7500	O-rings	32156281	Failed	20080818003	NCR
LEARJET						
35A	3230	Conical Spacer	24410071	Cracked	20080930007	NCR
45	5610	Windshield		Shattered	20080821012	PAC
60	4910	Wiring	WIRE	Chafed	20080721001	ATL
LOCKHEED						
382G	2434	Alternator	2CM353C1H	Replaced	20080811001	NCR
382G	3211	Bolt	MS212505	Failed	20080729003	NCR
MCDONNELL DOUGLAS HC						
500N	6720	T/ R Pitch Change Link	369X2172313	Good	20080929005	ATL
MITSUBISHI – USA						
MU 2B60	2432	Cells		Used	20080902002	NCR
MU 2B60	3213	Fitting	030A311201	Cracked	20080821006	ONT
MORAVAN						
Z242L	2730	Elevator Trim Tab Cable	Z4244120000	Frayed	20080723005	ONT
Z242L	2750	Flap Lock Spring	Z4243300014	Broken	20080908005	ONT
PIAGGIO						
P180 AVANTI	2731	Actuator	EM40112	Normal	20080722002	ONT
PILATUS – SW						
PC 12 45	2750	Drive Shaft	945020220	Sheared	20080819012	NCR
PC 12 45	2750	Flap Control	978732000	Failed	20080902003	ONT
PC 12 45	2913	Hydraulic Pump	993378	Cracked	20080825002	NCR
PC 12 45	3222	Drag Link	5322012289	Cracked	20080709002	NCR
PC 12 45	3230	Barrel Nut	5322012165	Corroded	20080911004	NCR
PC 12 45	3260	Bolt	9321921210	Broken	20080904004	ONT

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
PC 12 45	3416	Encoding Altimeter	66030620010	Inaccurate	20080821013	ONT
PC 12 45	5542	Cover Plate	5554012215	Damaged	20080813007	NCR
PC 12 47	3040	Splice	320570	Burnt	20080821010	NCR
PIPER						
PA23 250	3260	Down Switch	487864	Intermittent	20080916003	NCR
PA23 250	3260	LG Warning		Broken	20080903003	NCR
PA28 140	7120	Engine Mount	6666200	Cracked - Chaffed	20080908001	NCR
PA28 151	6113	Spinner Bulkhead	35323012	Cracked	20080805013	PAC
PA28 180	5320	ELT Mounting Bracket		Cracked	20080919001	ONT
PA30	7900	Oil Filter Housing	SA00402SE	Cracked	20080903004	NCR
PA31	2750	Flap Transmission	451813	Worn	20080707010	PNR
PA31	3213	Torque Link Main LDG	4025700	Broken	20080903002	NCR
PA31	3710	Vacuum Pump		Seized and replaced	20080822011	PNR
PA31	8000	Starter		Unserviceable	20080711012	PNR
PA31	8530	Engine Cylinder		Detached	20080925010	QUE
PA31 350	2460	Voltage Clamper	4817102	Burnt	20080825004	PAC
PA31 350	2720	Rudder Torque Tube	4004009	Corrosion	20080829006	PNR
PA31 350	3230	Retraction Arm	42042000	Broken	20080707014	NCR
PA31 350	5753	Solenoid(Down)	487084	Failed	20080825003	PAC
PA31 350	5320	Turbo Charger	40917090O1	Oil Leak	20080930008	NCR
PA46 350P	8120	LWR Airpump Cool Shroud	89682002	Loose	20080911001	ONT
PA46 500TP	2211	Fuse 3AMP Slow Blow	4986	Open	20080702003	NCR
ROBINSON						
R44	6310	Actuator		Loose	20080708008	PNR
R44	7414	Magneto	10600646201	Removed	20080919010	NCR
R44 II	6310	Actuator	C0512REVU	Faulty	20080717002	PNR
R44 II	7414	Coil	103571651	Worn	20080926001	PNR
R44 II	7322	FCU	25766304	Unserviceable	20080822002	PNR
R44 II	7314	Fuel Pump	C8187B	Malfunctioning	20080910006	NCR
R44 II	6300	Governor		Replaced	20080905006	PNR
R44 II	6310	Sprag	C1883	Chipped	20080925014	PNR
R44 II	2435	Starter	14924HT	Cracked	20080903005	NCR
SAAB						
SF340A	2121	Recirculation Fan	BC112A2	U/S Overheated	20080711001	NCR
SF340A	2440	Power System		Tripped	20080826003	PNR
SF340A	3230	Hydraulic Swivel Fitting	72MEF20151	Sheared	20080916001	NCR
SF340A	3230	Landing Gear		Faulty	20080826004	PNR
SHORT&HARLAND						
SC7 3	2720	Rudder Control		Detached	20080703004	PNR
SC7 3	3040	Wiper Motor		Burnt	20080916008	PNR
SIKORSKY						
S61N	2913	Bolt	66WAP2001	Broken	20080725002	PAC
SOCATA						
TBM 700	3244	Outer Wheel Half Sub-Assy	Z0DN6068757295	Cracked	20080814007	PAC
SWEARINGEN						
SA226TC	2913	Hydraulic Pump	PV304426	Separated	20080918004	NCR
SA226TC	3222	Upper Drag Brace Assy	55010011	Cracked	20080731001	PAC
SA226TC	5610	Heated Windsheild	2719442003	Cracked	20080903008	NCR
SA226TC	2720	Rudder Pedal Arm	27720065	Cracked	20080926003	PAC
SA227AC	3451	DME Indicator	6221234013	Unserviceable	20080711002	NCR
TUNDRA						
Tundra	3246	Amphibious Floats	ACTIVATORROD	Broken	20080805001	NCR
ENGINE						
ALLISON						
250-C20B	7321	Fuel Control	23065104	Failed Bearing	20080707003	PNR
250-C20B	7600	Throttle Return Spring	2543161	Broken	20080918005	PNR
250-C30P	7230	Scroll Assy	3896888M	Cracked	20080805011	PAC
AVCO LYCOMING						
AEIO-540-D4D5	7414	Magneto R/H	6350	Near New	20080829005	PAC
LO-360-E1A6D	8520	Connecting Rod	LW15288	Broken	20080815006	NCR
LTIO-540-J2BD	2820	Plug	383493	Loose	20080811007	PAC

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
LTIO-540-J2BD	8120	Turbo Charger	4091709001	Failed	20080714003	NCR
LTS-101-700D-2	2821	Fuel Filter Bracket	417157001	Cracked	20080715005	NCR
O-235-L2C	7414	Magneto	4381	Incorrectly Assembled	20080922002	PNR
O-235-L2C	8520	Piston	LW13623	Deformed	20080812003	ONT
O-235-L2C	8520	Piston Pin Plug	SL11625	Unserviceable	20080912003	PAC
O-320-D2J	8530	Cylinder		Damaged	20080908008	PAC
O-360-C2E	8530	Cylinder Assy	SL360000WA20P	Broken	20080806012	PNR
O-540-A1C5	6110	Propeller		Vibrates	20080930002	NCR
O-540-F1B5	8520	Piston	130L119	Broken Ring	20080927001	NCR
O-540-G1B5	8530	Cylinder		Bent	20080709008	PNR
T5313B	7250	Turbine Assy		Damaged	20080702005	NCR
TIO-540-A2C	2435	Generator		Worn out	20080717004	PNR
CURTISS WRIGHT						
982C9HE2	8530	Bolt	65678	Sheered	20080805007	PAC
GARRETT						
TPE331-10UA	7321	FCU		Repaired	20080808005	PAC
TPE331-10UA	7600	Rod End	2761000009	Worn	20080811006	PAC
TPE331-10UGR-516H	7260	Gear Assy - Spur Helical	31070371	Pitted	20080828005	PNR
TPE331-11	6122	90 Degree Fitting	31039391	Cracked	20080728008	NCR
TPE331-11	7530	Engine Tube	8943825	Fractured at Weldment	20080819011	NCR
TPE331-11U	7230	Compressor Ball Bearing	31037081	New	20080724003	PNR
TPE331-11U	7920	Tube Assy	991930811	Cracked	20080912006	PNR
TPE331-12UHR	2435	Starter Generator	23079010	Failed	20080819010	NCR
TPE331-5-252D	7321	FCU		Jammed	20080815001	PNR
TPE331-6-252B	7720	Temp Indicator		Replaced	20080724004	PNR
GENERAL ELECTRIC						
CF34-10E5A1	7540	Bleed O/P Switch #2		Failed	20080910004	QUE
CF34-1A	7260	Accessory Gear Box		Full of oil	20080806007	QUE
CF34-3B1	7220	Nut	4037T84P03	Missing	20080730001	NCR
CF34-3B1	7321	P3 Tube	5047T75G01	Tube Separation	20080819007	QUE
CF34-3B1	7600	AFT Push Pull Cable Assy	74491147	Broken	20080806010	QUE
CF34-3B1	7732	Engine Vibe Transducer	6233M30A	Unserviceable	20080814006	PNR
CF6-80C2A8	7250	Stage 2 HPT Disk	9362M43P02	Scrap	20080714007	NCR
PRATT & WHITNEY-CAN						
JT15D-4B	7931	Engine		Removed	20080804003	QUE
JT15D-5R	7310	HMU		Replaced	20080912002	QUE
PT6A-114A	7200	Engine		Removed	20080730009	QUE
PT6A-114A	7250	CT Blade		Fractured	20080905005	QUE
PT6A-28	7321	Fuel Control Unit	252444057	Failed	20080826002	ATL
PT6A-34	7314	Engine		Loss of power	20080702009	QUE
PT6A-42	7321	Fuel Control		Replaced	20080806001	QUE
PT6A-60	7712	Engine		Removed	20080917013	QUE
PT6A-65B	7260	Engine		Removed	20080806003	QUE
PT6A-67D	7210	2nd Stage Reduction Carrier	310830601	Sleeve Moved	20080707013	PNR
PT6A-67D	7250	Engine		Replaced	20080702004	QUE
PT6A-67D	7210	2nd Stage Reduction Carrier	3024494	Sleeve Moved	20080929004	PNR
PT6T-3B	2820	Tube Assy	3014884	Cracked	20080917001	PAC
PT6T-3B	7250	Disk PT	3022312	Disintegrated	20080923006	QUE
PW118B	7200	Engine		Shut down	20080814009	QUE
PW121	7197	Engine Control Unit		Replaced	20080912001	QUE
PW121	7250	Low Pressure Turbine Blade	304915201	Fractured	20080714002	NCR
PW126	7200	Engine		Replaced	20080814001	QUE
PW127F	6120	Engine		Replaced	20080902009	QUE
PW150A	7931	Engine		Replaced	20080917007	QUE
PW306C	7321	Engine		Replaced	20080814005	QUE
PW306C	7932	Low Level Oil Sensor	30B385103	New	20080711007	PAC
PW308C	7220	IGV		Replaced	20080917019	QUE
PW308C	7261	Shaft Retaining Nut		Dislodged	20080723002	ONT
PW535A	7200	Engine		Shut down	20080814008	QUE
PW545A	1866	Fuel Control Unit	8237002	Fuel not passing through	20080929003	NCR
PW610FA	7931	Engine		Replaced	20080917018	QUE

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
PRATT & WHITNEY-USA						
JT8D-15	7200	Engine		Replaced	20080801003	NCR
JT8D-15	7920	O-Ring	443330	New	20080911005	PNR
R-985-AN-14B	1000	Cotter Pin	10185	Missing	20080819013	PAC
R-985-AN-14B	8530	Exhaust Valve		Unserviceable	20080710005	PAC
WASP CA3	8530	Front Cylinder Assy	PRATTWHITNEY	Unserviceable	20080811002	PAC
WASP CA3	8530	Intake Valve Upper Washer	127951	Broken	20080718006	PNR
WASP CB3	7932	Scavenge Pump		Unserviceable	20080709010	PAC
WASP S3H1-G	8530	Valve Exhaust	1163	Scrap	20080724002	NCR
TELEDYNE CONTINENTAL						
IO-360-G	2410	Alternator	317	Unserviceable	20080918003	ATL
IO-520-F	8011	Bearing	534685	Worn	20080808002	PNR
IO-520-F	8530	Cylinder Stud Assy		Scrap	20080715006	PNR
IO-520-F	8530	Valve Springs		Coils Broken	20080730003	NCR
IO-520-FCD	8100	PDA Riser Assy C-180/182/	07502385AWL	Cracked	20080908007	PAC
IO-550-D	8530	Engine		Repaired	20080805014	PNR
O-200-A	8520	Connecting Rod Bolt & Nut	53021324804	No Cotter Pins	20080910003	PNR
TURBOMECA						
ARRIEL 1B	7321	Fuel Control		Replaced	20080730005	NCR
ARRIEL 1D1	6310	Scrap		Flange	20080722003	NCR
ARRIEL 1D1	7250	Diffuser	292208260	Cracked	20080707009	ONT
ARRIEL 1D1	7250	Turbine		Replaced	20080813012	PNR
ARRIEL 1D1	7321	Fuel Control		Defective	20080724006	ONT
PROPELLER						
AEROPRODUCTS						
A6441FN-606A	6122	Governor/Pitchlock Valve		Replaced	20080702013	PAC
HAMILTON STANDARD						
14SF-19	6111	Blade	SFA13N1ROA1D	Leaking	20080709009	QUE
23E50-505	6110	Thrust Washer	7149A0	Cracked	20080807003	PNR
HARTZELL						
HC-B3R30-4	6111	Outboard Bearing Half	A1851B	Fractured	20080709011	PAC
HC-B5MA-3D	6111	Blade Clamp Seals		Replaced	20080723003	PAC
HC-E3YR-2AF	6113	LH Prop Spinner	TCB43940008	Cracked	20080707008	PNR
EQUIPMENT						
ACK TECHNOLOGIES						
E01	2560	G Switch	E01G	Sticking	20080716009	NCR
ARTEX						
ME406HW	2562	ELT		Not fully installed	20080917017	ONT
BEECH						
Beech	2120	Duct	5038406115	Burnt	20080729002	NCR
BF GOODRICH						
ED0522	2565	Slide	ED0522	Failed	20080714006	QUE
CESSNA						
26060154RX	7931	Indicator Oil Temp/ Press	26060154RX	Recently Replaced	20080826007	ONT
COMPONENT						
Component	7421	Spark plug	REM40E	Defective	20080829001	QUE
DART						
D500560041	2590	Mirror Arm	D2010103	Cracked	20080806011	NCR
FAIRCHILD						
20475546	2100	Cooling Turbine	20475546	Heavily Damaged	20080905008	ONT
GARMIN						
GNS530430W	3400	NAV System		Failed	20080916005	PNR
GENERAL ELECTRIC						
CT75A2	2421	AC Generator	31342001	Shaft Sheared	20080715004	NCR
HONEYWELL						
5613C00000	2120	Motor		New (MFG 2007)	20080729001	NCR

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
KELLY AEROSPACE						
200F5002R	7314	Fuel Pump		Leaking	20080829004	QUE
LEACH						
91252ZC7C4	2497	Contactor	91252ZC7C4001	Failed	20080829002	PNR
NARCO						
ELT10	2560	Emergency Equipment		Not transmitting	20080904001	PAC
PHILLIPS & POWIS						
66XC45	1200	Wheel Bearing		Noisy	20080704004	PAC
PLYMOUTH TUBE						
	1410	Hose		Bent	20080922009	NCR
SIKORSKY						
S6130620173	1000	Throttle Plate		Extremely brittle	20080722009	PAC
SKY-TEC						
149NL	8011	Starter		Replaced	20080903001	PNR
SLICK ELECTRO						
4309	7414	Rotor		Broken	20080903016	NCR
4776	7414	Rotor		Broken	20080919009	PAC
6310	7414	Cam	M3611	Worn	20080909003	PAC
6310	7414	Cam	M3611	Worn	20080909004	NCR
TELEDYNE BENDIX						
10600646201	7414	Housing	10160858	Cracked	20080805009	PAC
BL3493101	7414	Coil Tab		Bent	20080904006	NCR
BL6006163	7414	Bearings		Endplay	20080919011	PAC
BL600646201	7414	Bearings/Coil Tab/Seal		Not leveled	20080902011	NCR
TRW						
23048016	2435	Starter-Generator DC	23048016	Broken	20080909001	PNR
UNISON						
4370	7414	Coil	M3975	Worn	20080703001	PNR
4370	7414	Rotor	M3548	Broken	20080722008	PNR
WESTERN						
MS24665140	1000	Cotter Pin	MS24665140	Defective	20080724005	PNR
	7920	Tube Assy	991930811	Cracked	20080912006	PNR

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